

AFFAIRS OF THE RAILWAYS.

Water Versus Rail Routes.

The troubles of the railroad companies increase, apparently, from year to year. This year the water routes are cutting a far more important figure than formerly, having the interstate commerce law in their favor, and being dispossessed thereby. As the matter now stands, it looks as if the Chicago and North Western lines are to be seriously impaired by the rates which the part rail and water routes are making. Last year they were somewhat affected, but this year the matter is more serious. While the lower lake routes have been for some years telling on the revenues of the roads between several of the Western cities and the seaboard. The most important factors in the situation are the lines to Lake Superior from the cities of St. Paul and Minneapolis. There are two of these now, and a third is under construction. With a rail haul of about 150 miles, they form connections with boat lines whose rates and from the seaboard are substantially the same as are made by the boat lines and from Chicago and Lake Michigan ports, to reach which the average rail haul of the six Chicago lines is over 400 miles. The Chicago, Burlington & Northern is disposed to meet the rates of these part rail and water routes, but the other lines are not. It is evident from the annual report of the road for 1887. This line has been constructed within the past few years, and is a well and economically built as any of recent construction in the United States. It has low grades, is equipped with the best of rolling stock and all the modern appliances for cheap and efficient operation. The operations for the year 1887 show an average rate of less than half a cent a ton per mile received by it on all traffic, or 25 per cent less than the lowest average rate received by the Eastern trunk lines during the period of their greatest depression. For the first three months of 1888 its published reports show it barely earned operating expenses. If during these three months it had been able to make the average repairs and renewals that are required on roads eight years of age and upwards, it would have fallen far short of earning its expenses.

The Express Fight.

The Louisville, New Albany & Chicago people are at a loss to understand how it is that when they pay rental for the use of the tracks of the Lake Erie & Western road between the Union Depot and Howlands, the Lake Erie & Western has the right to dictate to them what express company shall operate over their lines, and what mode of locomotive, and the decision of Judge Taylor, in the suit to restrain the L. E. & W. from interfering with the movement of the express passenger agent on Thursday, will attract a good deal of attention, as several important questions are involved. One of the officials of the L. E. & W. states that it is not the policy of the road to take the case to the courts, but the United States Express Company, which leads to the question, does the United States or any other express company have the authority to dictate what mode of locomotive shall operate over a railroad, especially when another express company, which is the sufferer, has a contract with the road which is running over leased tracks? If the United States Express Company in this case can say what express company can run over this portion of the Lake Erie & Western system, will they not further say that the Adams Express Company cannot run over the Lake Erie & Western between Indianapolis and Kokomo, that the Cincinnati, Indianapolis, St. Louis & Chicago cannot run over the Lake Erie & Western between Lafayette and Sheldon? In railroad and express circles it is looked upon as giving the United States Express Company a good deal of power, if, as stated by one official of the Lake Erie & Western, they are at the bottom of the movement to prevent the American Express Company doing business over their track, which is leased to the L. E. & W. C. the latter living up to the letter of the contract.

Rates Unsettled.

Every week brings further reductions in both passenger and freight rates, and taking the situation as a whole it looks decidedly equally. West-bound rates from Pittsburgh over the Erie & Western have been reduced, and next Monday a further reduction in rates on iron, steel, and all freights of that class goes into effect. The lines to the Southwest are afraid that the reductions will upset rates in this territory. They cannot, however, affect rates beyond St. Louis. In the Northwest rates are as low as ever. All the roads agreed to advance the rates to St. Paul and Minneapolis on July 4, but the Chicago, Burlington & Northern never signed the agreement. The Chicago & Kansas City refuses to enter into the compact. Both have reduced rates. Little is expected to come from the meeting called for Thursday, but an effort will be made to induce the two refractory roads to pool their issues with the rest. The establishing of a transcontinental route via Cheyenne by the Chicago, Burlington & Quincy in connection with the Union Pacific is looked upon with suspicion. When one turns to passenger rates the field looks even worse. Conventions and excursions are occurring in all directions and low rates are being given to everybody, and at all times. It is known that a party is looking for rates, and there is always a passenger agent ready to give them the benefit of any low rate to be given within the next thirty days.

Personal, Local and State Notes.

G. R. Baxter has succeeded R. L. Belknap as treasurer of the Northern Pacific.

H. C. Dahl, manager of the Interstate Dispatch, announces that the line will be ready to commence doing business on July 1.

The Illinois Central has reduced its live-stock rates in Iowa to the same as low as 15 per cent, a reduction to take effect June 15.

At the present time labor is getting the bulk of profits from railroad operations, and capital is receiving proportionately less by the reducing of dividends and refunding bonds on a lower interest.

Cincinnati, Hamilton & Dayton stock, which, last week, jumped up to 72, yesterday was quoted at par. The sale of 1,100 shares last week at 72 cents was the first which had been made in many months.

The Illinois Central people have become owners of all the consolidated bonds of the Mississippi & Tennessee roads, making them owners of the property, and will soon place the new bonds on the market.

The Ohio, Indiana & Western has consented to pay its proportion of the expense for putting in additional inspectors of weights at Indianapolis, and the number of inspectors will be increased to four, to insure the work being done as it ought to be.

There were received and forwarded at Indianapolis during the month of May a total of 83,353 cars, of which 63,177 were loaded. In the corresponding month of 1887 a total of 83,455 cars were handled at this point, of which number 66,312 were loaded.

The Philadelphia, Wilmington & Baltimore has declared a semi-annual dividend of 3 per cent, a reduction from 10 per cent. This dividend is now operating, as the Pennsylvania people, for many years have been paying 8 per cent. dividends and the stockholders are not pleased with the reduction.

On Sunday night the Indianapolis & St. Louis people had an opportunity to test one of their heavy new passenger coaches. It hauled fourteen heavily loaded passenger coaches from Madison to St. Louis, and returned in less than the speed of fifty miles an hour, demonstrating that it would perform all that the makers, the Schenectady locomotive works, claimed for it.

The Tammany Hall delegation which came west over the New York Central, and the Bee-Line, passed appropriate resolutions of thanks for the liberality of the roads named and the completeness of their arrangements for the comfort and safety of the delegation while en route to St. Louis. Particular mention is made of the considerate care and attention of the New York representative of the roads, Thomas S. Thompson.

Chairman Campbell, of the Indiana, Bloomington & Western purchasing committee, has just returned to New York, and he tells the financial papers of that city that there is no authority for stating that the Ohio, Indiana & Western securities are to be issued at an early date. The impression prevails in financial and railroad circles that the purchasing committee and all interested in the future of the property are at sea as to what steps to take to straighten out affairs.

Train No. 20, which is to be known as the "Pennsylvania special," will leave St. Louis at 8:30 a. m., and make the run to Indianapolis in six hours and thirty-five minutes. From Terre Haute to Indianapolis the run is to be made in one hour and forty-eight minutes, making but one stop at Greencastle. From St. Louis to Indianapolis the train will consist of two vestibule coaches, a dining car and baggage car. At Indianapolis two more vestibule cars will be added to run through to New York, the other to be dropped at Pittsburg.

There was a miraculous escape from what might have been a serious accident on the Cincinnati, Sandusky & Cleveland road Saturday night. When running at a speed of forty miles an hour one of the drivers to passenger engine No. 118 broke from the axle and went into a

field some five rods from the track, and at the same time both parallel rods were broken. Strange as it may seem, the engine stood squarely on the track until brought to a standstill, the prompt application of the air-brake holding the entire train to the track.

The Pennsylvania people certainly have little reason to cut down expenses and complain of light traffic at this station. The official statement shows that in the month of May there were 25,338,584 pounds of freight, and 2,709,935 cars, against 18,850,379 pounds in May, 1887, representing 2,386 cars. In this connection it should be borne in mind that 75 per cent of the cars loaded in May were loaded with a capacity of 40,000 to 60,000 pounds against cars of small capacity in previous years.

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THE FIFTIETH CONGRESS.

The Senate Passes a Number of Measures, Including Forty Pension Bills.

WASHINGTON, June 4.—Among the bills reported from committees and placed on the Senate calendar to-day were the following:

Appropriating \$125,000 for a public building at Salt Lake, U. T.; to repeal all pre-emption and timber-culture laws.

The Senate then proceeded to consideration of bills on the calendar, and passed, among others, the following:

Senate bill to authorize the Paris, Choctaw & Little Rock Railroad Company to construct and operate a railway, telegraph and telephone line through the Indian Territory; the Senate bill appropriating \$55,000 for an equestrian statue of ex-President Taylor in the city of Washington; the House bill appropriating \$15,000 for a public building in Sedalia, Mo., and \$75,000 for a public building in St. Louis.

The Senate bill creating an additional retired list of the army for eighty officers now on the active list, but incapacitated for active service; the House bill authorizing the appointment of a retired list of the army, and to appoint and retire Alfred Pleasanton, with rank and grade of colonel, with an amendment reducing the grade to that of major; the House bill to authorize the construction of bridges across Rock creek, in Michigan City, Ind., and across the Mississippi river at Hickman, Ky., with amendments; the Senate bill appropriating \$75,000 for a public building in Alton, Pa.; the Senate bill to establish a land office at Polson, N. M.; the Senate bill to increase the endowment by a grant of 25,000 acres of public land to the University of Louisiana State University and Agricultural College; the House bill to protect lands belonging to the Indians from unlawful grazing, with amendments; the Senate bill authorizing the President to place on the retired list, with the grade of major, Major-general Wm. W. Averell; the Senate bill appropriating \$100,000 for a public building at Reno, Nev.; the House bill to promote agriculture, requiring American consuls abroad to make monthly reports on the agricultural and horticultural condition of the country, and to make it an executive department, having been taken up by the committee on agriculture to strike out the fifth section of the bill, which transfers the duties of the consuls to the State Department, and by Mr. Platt against the bill itself, on the ground that, if such a new executive department were to be created, it should embrace, not only agriculture, but of commerce, mining, commerce, transportation and labor. Finally the bill was recommitted.

The House bill to prevent the employment of alien labor upon public buildings or other public works in the various departments of the government having been reached, Mr. Teller moved an amendment requiring public buildings to be constructed wholly of materials made and prepared within the United States, and limiting contracts to residents and citizens of the United States.

The House bill to amend the act relating to the duties of the consuls, and to make it an executive department, having been reached, Mr. Teller moved an amendment requiring public buildings to be constructed wholly of materials made and prepared within the United States, and limiting contracts to residents and citizens of the United States.

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MINOR CITY MATTERS.

To-Day's Doings.

BATTLE OF ATLANTA CYCLOPEDIA.—Market street, between Illinois and Tennessee streets, day and evening.

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